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**REMARKS**

Claims 1-20 are pending in the application. All claims stand rejected.

With regard to the title objection set forth in paragraph 7 of the Office Action, Applicants have made a clarifying amendment to the title to overcome this objection.

With regard to the rejections of claims 1-9 under 35 U.S.C. §112, second paragraph for indefiniteness, Applicants have made a clarifying amendment to independent claim 1 regarding the "initial" and "first" steering wheel angle inputs. Accordingly, in view of this clarifying amendment, Applicants respectfully request that the rejections under 35 U.S.C. §112 be withdrawn.

With regard to the rejection under 35 U.S.C. §101 set forth in paragraph 10 of the Office Action, Applicants have amended claim 19 to positively recite a tangible way in which the method steps are operated. Specifically, the method steps are operated on a digital computer system, and the results of the operating steps are output in a useful, tangible and concrete manner. Examples of various outputs for the computer models are described in paragraphs [0023] and [0025] of the specification. Accordingly, Applicants respectfully request that the rejections under 35 U.S.C. §101 be withdrawn.

Claims 1, 3, 4, 8-10, 12-13 and 17-18 stand rejected under 35 U.S.C. §102 as being anticipated by Rossetter. Applicants traverse the rejections and submit that a *prima facie* case of anticipation has not been established. Specifically, Applicants at least traverse the suggestion in the Office Action that the Rossetter reference discloses the Applicants' step of operating the computer model with the steering wheel angle input. The citation in the Office Action to page 13, first full paragraph, "applying the neutral steer point", does not support this assertion. Indeed, the neutral steer point discussed in Rossetter has nothing to do with the steering wheel angle. The neutral steer point is defined at page 10, second full paragraph. It is "the location on the centerline of a vehicle wherein an external force will produce no steady state yaw velocity." As explained in the reference, "this concept is often used to discuss side wind sensitivity of a vehicle and has a natural interpretation when considering virtual forces and stability." In other words, it has nothing to do with the steering wheel angle input. Accordingly, with respect to independent claims 1 and 10, the Rossetter reference fails

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to disclose or suggest determining an initial steering wheel input to the computer model or determining a first steering wheel angle input to the computer model at a time later than the initial steering wheel angle input. As at least this claimed feature is not disclosed in the Rossetter reference, all of the rejections under 35 U.S.C. §102 should be withdrawn.

Claims 2, 5-7, 11 and 14-16 stand rejected under 35 U.S.C. §103 as being unpatentable over Rossetter in view of O'Brien. The Office Action applies Rossetter as it did to independent claims 1 and 10, and further relies upon O'Brien to teach a maximum slip for a vehicle of 15%. Similarly, claim 19 stands rejected under 35 U.S.C. §103 as being unpatentable over Rossetter in view of Chen because Chen discloses simulating controlling of steering for a vehicle in order to calculate a time to rollover. However, as just discussed, the Rossetter reference fails to disclose or suggest Applicants' initial or first steering wheel angle inputs. Accordingly, for the same reasons as set forth above with respect to independent claims 1 and 10, the rejections under 35 U.S.C. §103, which all rely upon Rossetter, should be withdrawn.

Having overcome all of the objections and rejections set forth in the Office Action, Applicants submit that claims 1-20 are in a condition for allowance. A Notice of Allowance indicating the same is therefore earnestly solicited. The Examiner is invited to telephone the Applicants' undersigned attorney at (248) 223-9500 if any unresolved matters remain.

Respectfully Submitted,

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